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25X1 [redacted] SUPPLEMENT 1
TO: PROJECT HEADQUARTERS
MANUAL 50-1055-2

WEATHER RECONNAISSANCE SQUADRON PROVISIONAL (IV)
UNITED STATES AIR FORCE
Edwards Air Force Base, California

(Date)

Operations

GENERAL POLICY FOR CARRIER OPERATIONS

1. General:

a. This supplement is designed to provide general guidance in check list/outline form for a deployment commander. There will no doubt be some phases of a carrier deployment which will require initiative and good judgement on the part of the commander as well as section heads. The phases which can be standardized will be explained in detailed steps of procedure in other paragraphs of this supplement.

b. One of the prime factors will be coordination with the carrier commander and his staff. This coordination must be considered in all phases of the operation from going aboard until the last man is off the ship.

(1) Following is a list of key positions which must be utilized:

(a) The Captain.

(b) Executive Officer.

(c) Operations Officer.

(d) Air Officer.

(e) Air Operations Officer.

(f) Communications Officer.

(g) Marine Commander.

(h) Hangar Deck Officer.

(i) Ward Room Officer.

c. As soon as feasable after the deployment force is aboard, an informal meeting should be arranged to have as many as possible of the above officers meet the key people of the deployed unit. After this meeting all section heads should arrange another meeting with their counter parts so as to become familiar with the ships operating procedure and as soon as possible locate problem areas which may require resolving at higher levels. Some of the points to be considered are:

(1) Requirement for extreme security.

(2) Complete utilization of the flight deck for designated periods of time.

(3) Complete freedom of movement through out the ship from first mission alert to the last mission report.

SECRET

(4) Ship support for unusual working hours.

2. Preparation for Deployment:

a. Select pilots and schedule preparatory training.

(1) Review "G" model procedures.

(2) Briefing by LSO.

(3) Minimum of 2 sorties to practice meat ball approaches with LSO assistance.

b. Select support personnel and equipment in accordance with established unit procedures.

c. Review Operations Order and prepare briefing for ferry mission in accordance with briefing outline and include the following additional items:

(1) Rendezvous area.

(2) Bingo fuel.

(3) Carrier requalification.

(4) Emergency procedures in event of missed trap.

At this point plans should be made to establish SSB Communications with the base from which the aircraft will be launched and the carrier. This link should be the primary for last minute launch instructions. The planning for use of this link must include all possible measures to preclude security violations, i.e. use of pre-arranged words and phrases.

d. Actual deployment to the carrier should be accomplished in accordance with established unit procedures.

e. Upon arrival at the carrier, each section leader will locate and move into his allocated operating space.

3. Ferry Flight to Carrier:

a. As soon as possible after all personnel and equipment are aboard, the Detachment Commander and/or Operations Officer should meet with the Captain and Operations Officer to coordinate the rendezvous with the aircraft. If this meeting results in any changes to the rendezvous plan, the launch base and headquarters will be notified immediately. NOTE: At this time a meeting as outlined in paragraph e of General Policy should be scheduled.

b. While the ship is enroute to the rendezvous area, the meeting scheduled (note above) should take place. Immediately after this meeting, the preparations to recover

the aircraft should be started. It is expected that recovery will start when the ship is 20 to 30 miles off coast and in favorable daylight and weather conditions.

c. Recovery procedures for ferry mission will be started at scheduled launch time from land base.

(1) Detachment Commander/Operations Officer will be on station in the Air Officer's bridge.

(2) Detachment Navigator and Weather Officer will be on station in the Air Operations Control Center.

(3) LSO will be immediately available in the flight deck area and be on the platform at ETA - 0:15.

(4) Maintenance crew will be on deck with necessary equipment no later than ETA - 0:30. NOTE #1: Maintenance Chief should be immediately available to the Air Officer's Bridge in event of airborne emergency. NOTE #2: Commander and Maintenance Chief should have a plan for launching emergency recovery crew in Navy Support Aircraft if diversion is necessary.

(5) Personal Equipment Specialists and necessary equipment will be on deck at ETA - 0:15.

(6) Commander and LSO will assure that the deck is correctly configured to start recovery.

(7) After pilot has completed requalification and is on deck the maintenance crew will move the aircraft to the hangar deck and prepare to recover the second aircraft.

(8) If only one aircraft is to be on the deployment it will be refueled to 495 395 gallons and the second pilot will fly a requalification mission.

4. Operations on Carrier:

a. Detachment Operations Officer will schedule a briefing for the pilots by the Air Operations Officer to establish all traffic procedures to be used in the Ship's Control Zone i.e. instrument approaches, emergency traffic patterns, radar procedures, etc. This is standard Navy procedure.

b. At receipt of alert message normal procedures will be followed. Ship's Captain may be informed that a mission is tenatively planned for the date indicated in the alert message.

c. Upon receipt of Mission Plan Message the detachment will prepare for the mission in accordance with normal procedures. In addition to this, the necessary coordination with the ship's staff will be started. Information exchanged during this coordination will concern:

(1) Ship's position at launch.

(2) Ship's course and speed during mission.

(3) Coordinate Air Group activities.

(4) Set up Deck Alert for rescue and/or recovery assistance.

(5) Other necessary mission support information.

d. The mission launch schedule for carrier operations will be slightly different than the land base launch schedule. The following schedule provides sufficient time in proper sequence for each support section to complete preparation for the mission.

NOTE: "H" is take off time.

(1) H-9:00 COMMUNICATIONS

Installs and checks systems.

(2) H-3:00 SPECIAL EQUIPMENT

Installs configuration and tracker.

(3) H-2:15 OPERATIONS (Operational Missions)

1. General Briefing.

2. Specialized Briefing.

(4) H-2:00 MAINTENANCE

1. Completes pre-flight on aircraft.

2. Start moving aircraft to launch position.

(5) H-1:30 PERSONAL EQUIPMENT

1. Prepare pre-breathing equipment.

2. Check pilots flight gear.

(6) H-1:15 PERSONAL EQUIPMENT

Pilot pre-breathing.

(7) H-1:10 OPERATIONS

Pre take-off briefing.

(8) H-1:00 MAINTENANCE

1. Aircraft in position on AFT END of flight deck opposite LSO platform.

2. Fuel aircraft.

(9) PERSONAL EQUIPMENT

H-0:55 1. Night Flight.

H-0:50 2. Day Flight.

3. Dress pilot and perform dynamic equipment check.

(10) MAINTENANCE

H-0:45 1. Night Flight.

H-0:35 2. Day Flight.

3. Back-up starting unit and spare ARC-34 UHF radio available at aircraft.

4. Purging hose connected - start purging driftsight.

5. Deck wires forward of aircraft removed.

(11) H-0:40 OPERATIONS (Mobile Officer at Aircraft prior to Pilot Instl)

1. Exterior check.

a. Pitot cover removed.

b. Sextant and driftmeter covers removed.

c. Power on aircraft, inverters checked, No. 1 inverter on, set compass, check auto pilot after three (3) minutes, check radio compass, leave inverter and aircraft power on, System's VI set as briefed.

(12) PERSONAL EQUIPMENT (At aircraft with pilot in Van)

H-0:35 1. Night Flight.

H-0:30 2. Day Flight.

3. Cockpit preparation.

4. Adjust parachute and floatation gear on pilot.

5. Position pilot in cockpit.

6. Cockpit hook-up. (Note: Refer to Ops SOI-25).

(13) H-0:15 OPERATIONS

1. A qualified Mobile Control Officer together with the pilot, using the aircraft check list, will complete the following items:

a. Ejection seat connected. (Maintenance).

b. Cockpit check.

5

c. Check time hack on aircraft clock.

d. Check compass heading.

e. Place mission flight kit in aircraft.

f. Canopy closed.

2 g. Operations Officer in the Air Officers Control Bridge.

(14) H-0:05 OPERATIONS (Aircraft)

1. Pilot starts engine.

2. Seals on.

3. Complete pre-taxi check list.

(15) H-0:03 MAINTENANCE

Purging hose disconnected and hatch covers removed.

(16) H-0:02 OPERATIONS

1. Pre take-off check.

2. Check trim set for take-off.

3. Flaps set for take-off.

4. Speed brakes in.

5. Tracker operating.

6. Pilot requests MAG heading and sets compass.

(17) H-0:01 MAINTENANCE

1. Pogo removed.

2. Hatch covers removed.

3. Crew chief gives signal when clear for take-off.

(18) I-0:00 TAKE-OFF

NOTE: Provisions of this schedule may be deviated with Commander's concurrence for training missions, if such deviations will improve efficiency, see mission recovery procedure.

5. Mission Recovery Procedures:

a. This will be a more critical phase of operation than recovery at a land base, consequently it is imperative that the following steps be followed closely:

(1) During the entire mission a Detachment Officer will be on duty at the Air Officer's Bridge or the Air Operations Control Center. He will keep immediate telephone contact with the following personnel:

(a) Detachment Commander and/or Operations Officer.

(b) Maintenance Chief.

(c) LSO.

(d) Mobile Pilot.

In event of an abort, these people will go to their stations immediately and prepare to recover aircraft. If the mission is completed, the Duty Officer will alert the recovery team 45 minutes before scheduled landing time.

(2) No later than 30 minutes before scheduled landing time the following actions should be taken:

(a) Request launch of Helicopter.

(b) Alert Radar Operations.

(c) Alert Air Officer.

(d) Check ship's position and ETA to rendezvous point.

(e) Check ship's NAV Aids.

(f) Detachment Commander should check that all recovery personnel are in position 15 minutes before landing time.

(3) Except in an emergency the aircraft should be landed in the following manner:

(a) Enter initial approach on starboard side of carrier.

(b) Lower hook on crosswind turn.

(c) Follow normal procedure to arrestment.

(d) If unable to trap due to hook malfunction or other problems pilot will request barrier at a minimum of 40 gallons of fuel.

(4) In event of an emergency condition pilot may elect to land from a straight in approach. If he does this he should be prepared for a wave off.

(5) As soon as arrestment is complete Personal Equipment will deplane the pilot and aircraft will be moved to the hangar deck.

(6) From this period the detachment will follow normal procedures. To completion of their part of the mission.

6. Flight Planning:

a. Several problems are evident in carrier operations which are in addition to those of a land based deployment.

(1) The airfield is mobile. Coordinates of the carrier must be known for departure time and time of return. Also, hourly positions of the carrier must be known, while the aircraft is gone, if the ship proceeds to a different position than the departure point. This is necessary in order to solve the intercept problem that might be generated by an abort. Due to the confined space and limited number of tools available to the pilot, simplicity is mandatory. Recommended procedures are as follows:

(a) In addition to the normal flight maps, the complete route will be drawn up on a GNC Chart (Scale 1: 5,000,000). If the carrier is moving to a position, other than departure, the track and hourly positions will be plotted. Radials from the aircraft's hourly position to the computed position of the ship for the time of arrival will be plotted. Annotations of MAG heading and time enroute will be made. For aborts at intermediate points, the pilot will be able to use his plotter and dividers for determining his course and distance to intercept. One other method can be used and that is to plot radials from the ship's position to readily identifiable check points near the aircraft's route to which he could proceed and thence begin his intercept problem.

(b) Procedure for return to a stationary base, carrier remains within 10 NM of departure point during entire flight, can be quite simple. Again a GNC would be used but radials, approximately 10° apart and with point of origin at the carrier, would be plotted. Annotations of MAG heading and time to carrier would be made where the radials intercept the flight path.

(2) Hi cona fuel must be translated into landing pattern entry fuel. Descent should not be made until positive identification has been made. Fuel remaining should be no less than 200 gallons at descent point or 150 gallons on down wind leg.

(3) Radar vectoring by means of skin painting or IFF/SIF procedures will be used for recovery. The low frequency beacon on the carrier should be on no later than 15 minutes before the aircraft's ETA.

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